

THE TRANSPORTATION LINK



Vol. 8 No. 10

November 2001



From the Desk of
the OSDBU

November is Native American month. In recognition, this edition of the *Transportation Link* highlights U.S. Department of Transportation (DOT) programs for Native American-owned businesses and tribal communities.

The *Safe Tribal Communities* program is part of DOT's umbrella *Safe Communities* program. Both focus on injury prevention – part of DOT's strategic goal to improve safety. Injury prevention is an important issue for all small businesses.

The Tribal technical Assistance Program (TTAP) was established to assist American Indian Tribal Governments by increasing their technical capabilities. We hope you will take advantage of the services they provide.

The DOT Office of Small and Disadvantaged (OSDBU) also has a listing of Native American resources in the Related Links section of our web site at <http://osdbuweb.dot.gov/about/related2.html#otherresources>.

We hope that you and your families will have a safe and happy Thanksgiving. In these difficult times, our thoughts are with those of you who suffered in the recent tragedies.



ONE DOT
BUILDING BETTER TOGETHER

Building Safe Tribal Communities Benefits Us All!

Injury prevention, as a public health issue, has not received the level of national attention equivalent with the magnitude of the public health problem it presents. Although basic public health principles have been effectively used by health professionals to control injuries the same way they have been used to combat diseases, the public doesn't have the same understanding and perception of injury prevention as it does disease prevention.

Attention to injury prevention is something that can improve the quality of life for all of us. Injuries also represent a serious economic cost to businesses and small businesses tend to feel the impact more than most. For example, the loss or incapacitation of a key employee can have a significant impact on a small business. There frequently is not anyone to back-up that employee's critical role in the company. Injury prevention efforts within your company and your community are a wise investment for all small businesses.



The U.S. Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) maintain a Safe Communities Service Center designed to help Safe Community coalitions, traffic safety advocates, injury control practitioners, and others with coordination of their efforts. The objective of Safe Communities is to promote community-based solutions to address transportation safety and other injury problems. Safe Communities is a unique approach to transportation safety advocacy and is designed to be an informational resource and technical assistance enterprise to aid in the advancement of Safe Communities nationwide.

In recognition of Native America Month, this article focuses on one important sector of this nationwide coalition - Tribal Safe Communities. According to the Indian Health Service (IHS), while injuries to American Indian and Alaska Native people have decreased by more than 50% since 1972, they continue to pose one of the most significant public health problems facing them today.

Injuries are preventable.

Communities can be made safer through vision, commitment and hard work. For example, traffic injuries are not an "accident," they are preventable and predictable. Your businesses and your community can examine traffic injuries and determine what measures will be taken to address the problem.

Every community, including tribes, can analyze many sources of local data, put together new and expanded partnerships, get participants and businesses actively

(continued on page 2)

OSDBU

Office of Small
and Disadvantaged
Business Utilization

wants to hear from you! Call us toll-free at 1 800 532-1169 with questions or comments about this newsletter or our web site. The *Transportation Link's* content may be reprinted without permission.

(continued from page 1)

involved, and conduct integrated, comprehensive injury control programs – paying special attention to traffic injuries. Crashes surpass all other causes of injury death. By predicting where injuries are most likely to strike next, communities can proactively take the best course towards prevention.

Reducing the needless toll and cost of injury benefits us all. It saves lives. It saves money. It's good business and it's good government.

For free information on starting a coalition, e-mail Safe.Communities@nhtsa.dot.gov.

Turtle Mountain tribe gets MADD.

One successful tribal program is the Turtle Mountain Safe Communities Program, serving residents of a Chippewa Indian Nation reservation in North Dakota. The program promotes the Chippewa belief that life should be honored and respected by raising questions about safety issues.

Activities include youth programs for high school students; seat belt, school bus safety, and bicycle safety programs for elementary and middle school students; as well as tribal law changes that allow tribal courts to more effectively sentence those convicted of driving under the influence. In 1999, the Turtle Mountain coalition was instrumental in founding the first American Indian chapter of MADD.

For more information, call Sharon Parisien at (701) 477-6459.

Pine Ridge lowers death rates.

The Pine Ridge SD Safe Tribal Community is another successful tribal program. With the support of the Oglala Sioux Tribe's Dept of Public Safety's Lakota Highway Patrol, this program is effectively combining awareness campaigns with active enforcement of DWI and occupant protection laws. From 1998 to 1999, the number of drunk drivers decreased by 26% and seat belt and car seat use increased 10 percentage points. Motor vehicle related fatalities were down from 13 in 1998 to only 4 in 1999.

For more information, you can contact the coalition director Lt. Charles Cummings at (605) 867-5141.

This project is one of two large-scale pilot Safe Tribal Communities funded by the Bureau of Indian Affairs' (BIA) Highway Safety Program. For more information on the BIA program you can e-mail larryarchambeau@bia.gov

Bureau of Indian Affairs (BIA) Highway Safety Program.

The goal of BIA's Highway Safety Program is to reduce the number of crashes in Indian Country and end a legacy of motor vehicle-related injuries among American Indians. Annually, BIA awards many grants to tribes for traffic safety programs such as alcohol and drug edu-

cation, occupant protection, police traffic services, traffic records, community traffic safety and other safety related issues. Selection is based on specific criteria detailed in BIA's Indian Highway Safety Program Proposal Guide.

For more information, visit http://www.doi.gov/bia/highway_safety/index.htm

Indian Health Service (IHS) Injury Prevention Program.

The mission of IHS's Injury Prevention Program is to raise the health status of American Indians and Alaska Natives to the highest possible level by decreasing the incidence of severe injuries and death to the lowest possible level and increasing the ability of tribes to address their injury problems. The IHS web site details available Injury Prevention Program resources, training, grants, program contacts and other useful information at <http://www.ihs.gov/MedicalPrograms/InjuryPrevention/index.asp> ■

For more information on Safe Tribal Communities, visit <http://www.nhtsa.dot.gov/people/outreach/safecomm/ServiceCenter/sc-news/features7.html>.

For more information on DOT's overall Safe Communities initiative, visit www.nhtsa.dot.gov/safe-communities/default.htm

The Tribal Technical Assistance Program (TTAP)

“Assisting Native Americans in Business.”

Established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1992 as part of the Federal Highway Administration's (FHWA) Local Technical Assistance Program (LTAP), the Tribal Technical Assistance Program (TTAP) is comprised of six American Indian LTAP Centers, each of which serve a specific geographic area of the country. The mission of the TTAP is to assist American Indian Tribal Governments by:

- increasing their technical capabilities in transportation
- expanding their workforce to

effectively address their transportation needs.

Each TTAP center provides separate technology transfer services, technical assistance, training, products, advice, and educational resources to its Native American customers. Not only does this allow each center the flexibility of tailoring its own program, it has also proven successful in helping TTAP's customers fulfill their individual business needs. Although operationally unique, each TTAP center maintains six core program responsibilities, including:

- Publishing a quarterly newsletter that provides guidance, advice, and information to its Native American-owned business customers;
- Serving as a clearinghouse for transportation and transportation-related information;
- Maintaining mailing lists of key tribal and local officials possessing responsibilities in the transportation field;

(continued on page 3)

(continued from page 2)

- Conducting as least 10 technical and informational training courses (workshops) per year geared towards educating and assisting Native American small business owners in entrepreneurship;
- Providing Native American enterprises with information on new and existing technologies; AND
- Performing a self-evaluation of their program, which helps each TTAP center maintain a high level of customer satisfaction.



Each TTAP center uses a variety of training, technology transfer, marketing tools and packages, and specialized programs to

identify and respond to tribal needs. These include training workshops, field demonstrations, circuit rider programs, distance learning, and lending libraries. Specialized training programs provided by TTAP centers include, among others: Winter Maintenance, Work Zone Traffic Control, Gravel Roads Workshops, and Management Training. All workshops and training activities are provided by TTAP center staff or technical specialists from the public and private sectors and/or universities. ■

For more information on TTAP, contact Joe Conway by telephone: (703) 235-0552, by e-mail: Joe.Conway @igate.fhwa.dot.gov or visit the LTAP Clearinghouse web page at <http://www.ltapt2.org/>.

High Country Construction, Inc. “Paving Their Way to Success!”



Kelly Connell, a member of the Shoshone Tribe in Wyoming bought High Country Construction, Incorporated (HCC) in 1978. Headquartered in Lander, Wyoming, HCC is a family-owned and operated company. This Native American firm has been certified as a disadvantaged business enterprise (DBE) by the state of Wyoming and certified as an 8(a) firm by the Small Business Administration (SBA).

HCC started out primarily as an oilfield services company. They provide oilfield services, including roustabouts, pipeline work, water haul, and location excavation.

In the last ten years, HCC has expanded to road construction and other heavy civil earth-moving projects. This welcomed diversification has resulted in HCC splitting its company into two distinct, yet cooperative divisions – Oil Field Services and Road Construction.

Mr. Connell is also the primary owner and stockholder in CC & G, Incorporated – a bridge / structure construction company. The two divisions of HCC combined with the expert bridge knowledge found in CC & G, Inc., allows Connell and his staff the versatility they need to bid on and complete a wide variety of construction projects. “In the past we have been able to transfer staff and equipment from one division or company to the other to aid in certain project requirements. Being able to do this has allowed us the flexibility we need to meet our client’s needs!”

As a former electrician on numerous construction sites, Connell came to realize that he had a strong interest in construction. “I found that construction was something I really enjoyed and could succeed at. Besides, it was in the family blood.” Two of Connell’s brothers also work in construction. One owns and operates a construction firm in Colorado and the other is employed as a superintendent of a large construction firm that performs all types of construc-

tion work nation-wide.

When Connell acquired HCC, he employed approximately twenty-five full-time employees. Today, he employs what he calls ‘...an intelligent, hard-working and construction-wise’ staff of seventy.

“My staff is what has really been the breath of life for this firm,” says Connell. “The twenty-five employees that came with the company when I purchased it, brought with them a wealth of knowledge. This knowledge has been passed on and built upon over the years and is the reason we are successful today!” HCC has enjoyed an average gross income of \$9.2 million per year over the last 3 years.

HCC has bid on, and fulfilled, numerous contracts for Wyoming’s Department of Transportation (WYDOT). One of HCC’s largest projects was the Wyoming DOT US30 Highway Reconstruction effort at Grangere. This project required the excavation of over 842,000 cubic yards of earth, the building of two bridges, several pipeline installations and roadway paving.

“We pride ourselves on being able to mobilize at a minute’s notice and deploy the necessary equipment to get the job done,” says Connell. “By providing fast and efficient service to our customers, we ensure a lasting relationship with them. We want all of our clients to be satisfied with the work we have done and call on us again for their future construction needs.” ■

For more information on High Country Construction, Inc., please contact Kelly Connell by phone at (307) 332-4933 or by e-mail at hcc@rmisp.com.

Section 508 Vendor Notice

Federal Business Opportunities (Fed BizOpps) has posted a public notice reminding vendors that, effective June 25, 2001, the federal government implemented Section 508 of the Rehabilitation Act of 1973, Amendments of 1998 (29 U.S.C. d 794(d)). Section 508 requires that the federal government ONLY acquire electronic and information technology goods and services that provide for access by persons with disabilities.

The Center for Information Technology Accommodation (CITA), under the U.S. General Services Administration's (GSA) Office of Government-wide Policy, has been charged with the task of educating federal employees and building the infrastructure necessary to support Section 508 implementation. GSA maintains a website that is used strictly for the dissemination of information dealing with Section 508 and compliance. Federal employees and the public are encouraged to access this website at <http://www.section508.gov> to view and download resources that aid in understanding and implementing the requirements of Section 508. ■

CALENDAR OF EVENTS FOR November/December 2001

DATE	EVENT	CONTACT
November 25-30	National Congress of American Indians Annual Session Spokane, WA	Laura Purdy (202) 466-7767 lpurdy@ncai.org www.ncai.org
November 26-28	7th Annual California Alliance For Advanced Transportation Systems (CAATS) Meeting San Francisco, CA	Randi Dixon (916) 325-0473 randi_dixon@caats.org www.caats.org
December 4-6	Mid-Atlantic Business Conference for Science and Technology Lancaster, PA	Terry Budge (215)-580-2770 terry_budge@sba.gov www.midatlanticconference.com
Bi-Monthly (Date Varies)	GSA Schedule Workshops Arlington, VA	Stephanie Turner (703) 305-5777 stephanie.turner@gsa.gov www.fss.gsa.gov/it

<http://osdbuweb.dot.gov>

US Department of Transportation
Office of the Secretary of Transportation
Base Technologies, Inc.
1749 Old Meadow Road
Suite 500
McLean, VA 22102
Forwarding Service Request